

# FLIGHT

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## Stockholm

THERE is a feeling in certain sections of the aviation community that the British aircraft industry has failed to make the most of the opportunity offered by the International Aero Exhibition which opens in Stockholm to-morrow. Scandinavia has ever looked with friendly eyes on British aviation products, and it is argued that the potential market has now become such that a combined exhibit by the S.B.A.C. would have been worth while.

In fairness to British aircraft constructors it should be pointed out that the majority of them are so busy on work for the Air Ministry that they have little time to spare for anything else, even were they able to accept orders from abroad, which many of them are not. This applies to military aircraft, of course. The constructors of civil aircraft are in a somewhat different position, and it may be argued that they ought to have taken a great deal more space at the "static" show in Lindarängen.

### Indoors and Out

It is open to argument whether an aeroplane on a stand or the same aeroplane at an aerodrome is likely to be the better proposition from a sales point of view. The ideal is doubtless to have both. But that is likely to be an expensive business. British constructors of civil aircraft have evidently taken the view that a large percentage of those who visit an exhibition are not potential purchasers in any case, and that therefore the value of exhibiting in the actual show is not very great. If a man is seriously interested in aircraft, he will find his way to the aerodrome, and there he will be able to see the machine in action, and will be able to go up in it, and to fly it if he is a pilot. The practical experience is likely to count much more than anything which he can be told on a show stand.

The Bromma airport of Stockholm will be officially

opened on May 24, and May 25 has been set aside as a special demonstration day, during which those who so desire will have an opportunity to demonstrate their machines, and each firm will be given fifty free tickets to the airport, which it can issue to potential customers. It is to be hoped that a large number of British firms will take the opportunity to demonstrate their machines on that occasion.

## The Fleet Air Arm

THERE was nothing surprising in the fact that during the recent debate on the Supplementary Estimates for the Navy, the old, old controversy concerning the control of the Fleet Air Arm should be revived. What was a little surprising was that Mr. Churchill should be the "revivalist." He of all people should know that this subject, one of the hardy annuals of the antagonists of the Air Ministry, has been thrashed out time after time. Inquiries have found against the separation of the Fleet Air Arm from the limited Air Ministry control. Commissions have sifted evidence, and have arrived at the same conclusions. Correspondence in the Press has waxed fierce and furious, but always the result has been a *status quo*.

On the face of it, the present system is rather absurd, and there is no use denying the fact that difficulties have arisen and are likely to arise. But what is the alternative suggested? That the Air Ministry should hand over the modicum of control which it now exercises. Superficially, that does not look like a very important step. All Fleet Air Arm personnel would be drawn from the Navy, and the Admiralty would be in full control. Complications connected with promotion in the service would be reduced or disappear, the Navy would be able to take the Fleet Air Arm anywhere it wished at any time,